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IN ORDER TO TAKE ADVANTAGE OF THE ENTIRE 6000 FERT RUNWAY ON ENGINE RUNUP AND BRAKE RELEASE ALL INSTRUMENTS WERE INDICATING MORMAL. THE 2000 FEET LINE CHECK SPEED WAS 78 KMOTS. THE COMPUTED SPEEDS AT THIS CHECK POINT WERE 76K MINIMUM AND 84K NORMAL. THE COMPUTED REPUSAL SPEED WAS 102K. THE TAKEOFF PROCEEDED ROUTINELY THROUGH LIFTOFF. TAKEOFF DISTANCE WAS 4250 FEET AND FROM VITNESS TESTIMONY THIS APPEARS TO BE THE ACTUAL LIFTOFF POINT. INMEDIATELY AFTER LIFT-OFF THE FRONT SEAT PILOT STATED, "WHAT IS HAPPENING"? AND THE AIRSPEED WAS OBSERVED DECREASING FROM 113K. THE INSTRUCTOR PILOT CONFIRMED THAT THE THROTTLE WAS IN THE MAXIMUM POWER POSITION AND INSTRUCTED THE FRONT SEAT PILOT TO "CHECK SPEED BRAKE IN" IT WAS. PRIOR TO THE AIRCRAFT SETTLING BACK TO THE RUNWAY THE RIGHT WING WAS OBSERVED TO DROP MOMENTARILY THEN RECOVER. THE INSTRUCTOR PILOT STATED THAT HE TOOK CONTROL OF THE AIRCRAFT AT APPROXIMATELY THE 500 FRET REMAINING POINT.

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> THE AIRCRAFT DEPARTED THE END OF THE RIGHT HARD SURFACE APRON THAT EXTENDS 25 FEET ON RACH SIDE OF THE RUNWAY AT APPROXI-MATELY 105K. THE AKRCRAFT THEN GENERALLY PARALLELED THE OVERRUN, ROLLED 140 FEET ON UNPREPARED SURFACE AND BECAME AIRBORNE AGAIN FOR AN ADDITIONAL 775 FEET. THE AIRCRAFT THEN TOUCHED DOWN ON A SLIGHT RISE IN THE TERRAIN AND SKIPPED ACROSS IRREGULAR TERRAIN FOR 1300 FEET, COLLAPSING ALL LANDING GRAR WITH THE TIP TANKS SEPARATING FROM THE WINGS JUST PRIOR TO THE AIRCRAFT COMING TO REST 2215 FRET FROM THE END OF THE THE AIRCRAFT POSITRON AT THIS POINT WAS 130 FEET FROM AN EXTENSION OF THE CENTER LINE AND ON A MAGNETIC HEADING OF 1350 (RUNWAY HDG IS 2400). THE IP DETERMINED THAT NO FIRE HAZARD EXISTED AND ELECTED TO RAISE THE CANOPY ELECTRICALLY AND EGRESS IN THE MORMAL MARNER. THE FIRE DEPARTMENT ARRIVED WITHIN APPROXIMATELY THREE AND ONE-HALF MINUTES. CREW MEMBER SUSTAINED INJURY AIRCRAFT-UAS DAMAGE

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## B. PINDINGS:

- (1) PRIMARY CAUSE: UNDETERMINED, AIRCRAFT DECELER-ATED INMEDIATELY AFTER LIFTOFF.
  - (2) POSSIBLE CAUSES:
  - (A) AN UNDETERMINED REDUCTION OF THRUST CAUSED BY POSSIBLE MATERIAL MALFUNCTION.
  - (B) IMPROPER PILOT/INSTRUCTOR PILOT TECHNIQUE THAT ALLOWED THE AIRCRAFT TO BECOME AIRBORNE UNDER FLIGHT COMDITIONS SUCH THAT THRUST AVAILABLE WOULD NOT SUSTAIN FLIGHT.
    - (1) ADDITIONAL FACTORS

THE PILOT FAILED TO JETTISON THE TIP TANKS. THE PILOT ELECTED NOT TO JETTISON THE TIP TANKS AT THE LOCATION PRESCRIBED IN THE FLIGHT MANUAL. (REF PAGE 3-5).

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- (3) INADEQUATE FLIGHT MANUAL GUIDANCE, BECAUSE OF FACTORS, SINGLY OR IN COMBINATION, THAT CAN PRODUCE A PARTIAL POWER LOSS IN THE T-33 AIRCRAFT, AMPLIFICATION AND CLARIFICATION OF EXISTING PROCEDURES AND INCORPORATION OF NEW PROCEDURES ARE REQUIRED IN SECTION III OF THE FLIGHT MANUAL.
- (4) THE AMOUNT OF FUEL SERVICED WAS NOT ENTERED IN THE FORM 781, PART H (SEE TAB L, PAGE 1, BLOCK 15) AFTER REFUELING ON THE DAY OF THE FLIGHT.

## C. RECOMMENDATIONS:

(1) RECOMMEND INSTALLATION OF AN APPROPRIATE RUNWAY ARRESTING BARRIER. WHILE NOT HAVING A DIRECT BEARING ON THIS ACCIDENT, THE BOARD CONCLUDED THAT HAD A RUNWAY BARRIER BEEN AVAILABLE THE PILOT COULD HAVE DECIDED TO ABORT THE TAKEOFF AT AN EARLIER POINT.

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- (2) AMPLIFICATION OF PILOT HANDROCK PROCEDURES:
- (A) RECORMEND THE T-33 DASH ONE HANDBOOK BE AMENDED ON PAGE 2-10 FOLLOWING PARAGRAPH "E" TO INCLUDE THE FOLLOWING WARNING FOTE.

## MANIENG

IF TOO MUCH BACK PRESSURE IS APPLIED, A ROSS HIGH ATTITUDE RESULTS WHICH MATERIALLY EXTENDS THE TAKLOFF ROLL AND REDUCES THE TAKEOFF SPEED. IN THIS CONDITION THE ABELITY TO REMAIN AIRBORNE AND ACCELERATE TO CLIMB SPEED IS DOUBTFUL.

(B) RECOMMEND THE T-33 DASH ONE HANDBOOK BE AMENDED ON PAGE 3-5 TO INCLUDE THE FOLLOWING: PARTIAL THRUST LOSS:

A MALFUNCTION OF THE FUEL SYSTEM MAY CAUSE PARTIAL.
POWER LOSS. IF PARTIAL POWER FAILURE OCCURS DURING
THE TAKEOFF REE, THE PILOT MUST DECIDE TO ABORT OR

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等等實際與其份的確認。如此,一個的一句的。由于中国的中国,中国政策,也可能可能可能可能。

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CONTINUE TAKEOFF. IF DECISION IS MADE TO ABORT,

FOLLOW THE ABORT PROCEDURE - THIS SECTION. IF DE
CISION IS MADE TO CONTINUE:

- 1. THROTTLE CHECK FULL OPEN. IF THIS FAILS
  TO CORRECT THE PARTIAL POWER LOSS, CONTINUE WITH STEP 2.
  - 2. GANG START ON.
  - 3. TIP TANKS JETTISON (IF MECESSARY)
- (C) FURTHER SUGGEST THE WARNING NOTE ON PAGE 3-5 UNDER ENGINE FAILURE DURING TAKEOFF BE MOVED SO AS TO BECOME PART OF THE NEW SECTION PARTIAL THRUST.

## END OF MESSAGE

